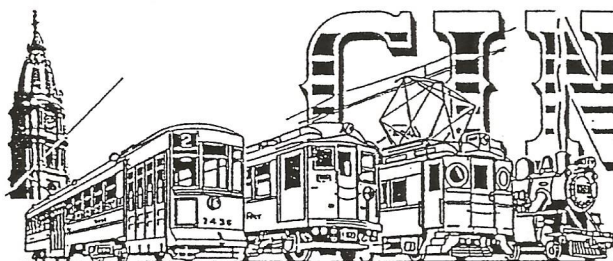


75th Anniversary -- 1936 - 2011

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com



CINDERS

FEBRUARY 2011



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Volume 72

Number 2

Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
Post Office Box 7302
Philadelphia, PA 19101-7302

75th Anniversary Banquet – Saturday, April 9, 2011 – Order Form on Page 9

Robert G. Lewis Passes; Chapter Founder

Robert G. Lewis, one of the founders of Philadelphia Chapter NRHS, passed away on January 5, 2011 in Ormond-by-the-Sea, FL. Bob, a Philadelphia native from Mount Airy, was 94. In 1936, at the young age of 20, Bob and several other rail enthusiasts journeyed to Lancaster, PA to visit with the group which had formed the "The National Railway Historical Society", returning home to found Philadelphia Chapter NRHS.

Much about Bob's life is contained in the foreword in his 2009 book, *Keystone State Traction* published as Bulletin 142 of the Central Electric Railfans' Association in Chicago. The book was put together by Bob, Howard L. Stevens and William C. Vantuono. Vantuono, editor of *Railway Age*, was kind enough to share some of this material with the Chapter for inclusion in this piece.

Bob relates that the home which started him on his long career in the rail industry was located on Gowen Avenue in Philadelphia, on land that had been part of the estate of Franklin P. Gowen, "Ruler of the Reading." He questioned whether it was this that caused his "almost unrelenting interest in rail transportation", or was it his father's love of trains? He said that by walking two blocks south from his home there was a wooden planked bridge over the Reading's Chestnut Hill Branch (at Mount Airy station), where Bob took his first-ever railroad photograph with a Kodak Brownie camera.

In junior high school, Bob became a commuter, riding the Reading to Washington Lane station, 1.5 miles and a ten-cent fare. At that point, the Reading had begun the electrification of the Chestnut Hill Branch, and he meticulously followed the work, riding on the first MU train over the branch on February 5, 1933. Two months shy of high school graduation, Bob interviewed for a job with the Pennsylvania Railroad, and got it. He worked as a

(Continued on Page 2)

Meeting Notice

FRIDAY EVENING, FEBRUARY 18, 2011

Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9th above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11th Street just above Locust) which is very handy. *(Please note that we are in the process of updating the garages and prices and this will be completed during the fall months.)*

Our meeting on Friday, February 18, 2011 will feature the screening of a brand-new DVD certain to be of interest to local members. We will show **Reading Company, 1949-1952, Volume 1: Passenger Service**. This production is made from the 16mm films of the late George W. Gerhart, II, a Reading area resident who extensively photographed trains along the RDG Main Line and Lebanon Valley branches. Besides steam passenger service, there are some views of the newly-delivered FP7's from EMD. There may also be one or two other DVDs to be shown, time permitting. Don't miss seeing these classic trains on February 18.

The evening begins with our usual optional sit-down dinner in the Jefferson Alumni Hall, beginning at 6:15 PM, at a cost of \$20.00 per person. DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, FEBRUARY 15, 2011 to **National Director Larry Eastwood at 215-947-5769**. The menu for the January 21 dinner had not been finalized by Jefferson's Catering Department by the deadline for this issue of *Cinders*. The entrée choices will be put on Larry Eastwood's answering machine on Saturday, February 12, 2011. The Chapter needs to meet a minimum guarantee of 18 meals in order to provide a meeting room for members. Come out for dinner before our meeting. It's an enjoyable full-course meal, plus informal conversation, all priced at an affordable \$20.00 per person.

**NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.**

Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Check at Security Desk in Lobby for exact dinner and meeting room location. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$54.00 per person, which includes Chapter and National dues. Chapter-only dues \$18.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

Individuals interested in supporting Philadelphia Chapter and its local rail preservation activities may become a part of Philadelphia Railfriends. This non-membership category is available for an annual contribution of \$25.00. Forward remittance, payable to "Philadelphia Chapter, NRHS" to the Chapter's P. O. Box above, indicating it is for "Philadelphia Railfriends".

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

If your *Cinders* is received damaged or incomplete, please contact the Editor at the address above to receive a replacement copy. Requests may also be made by telephone to 215-947-5769, or be E-mail to reastwood2@comcast.net.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers for the year 2011-2012, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, March 18, 2011, at the Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director, may be nominated from the floor at the February 18 or March 18 meeting, or by placing your name in nomination by writing, before March 1, 2010 to: Mr. Daniel J. Murray, Chairman, Nominating Committee, Philadelphia Chapter NRHS, 745 Sunflower Avenue, Langhorne, PA 19047-3747.

Robert G. Lewis Passes at 94

(Continued from Page 1)

messenger in the personnel department of the PRR in the Suburban Station Building, for the princely sum of \$55 per month, plus an annual pass that read "Good Only for Passage between Allen Lane and Philadelphia."

With his older brother Hansell, Bob spent much of his spare time riding and photographing railroads within the reach of their limited finances. In that period of time, "if you wanted to keep your job on the railroad, you'd better be a "closet" enthusiast. But, the organized railfan movement was gaining steam! The well-documented Railroad Enthusiasts' trip over the Hoosac Tunnel & Wilmington in Massachusetts, a 1936 Lancaster Chapter Trip on the East Broad Top, and a Baltimore Chapter trip over the Maryland & Pennsylvania were early efforts.

Because the NRHS groups were small, it was beyond their means to sponsor many trips, so Bob went to the PRR Traffic Department, suggesting what would become its "Off the Beaten Track" excursion trips, the first on July 12, 1936 out of Philadelphia's Broad Street Station. The train consisted of an E6 class 4-4-2 Atlantic, four coaches and a dining car. A total of 207 passengers rode, paying \$3.00 each as their fare. During 1936, Philadelphia Chapter's founding year, nearly 4,000 passengers rode 12 additional trips originating in New York, Pittsburgh and Chicago, some under NRHS auspices. At the same time, the Reading Railroad also initiated its "Rail Rambles"; indeed, many of the trips were no longer shown as NRHS-sponsored, but had become commercial enterprises for the railroads.

Bob's long career included three different periods with the Pennsylvania Railroad and one with the Bessemer & Lake Erie before joining *Railway Age* in 1947. In 1956, he became publisher, and following his retirement in 1995 served Simmons-Boardman as director of special projects.

As Philadelphia Chapter celebrates its 75th anniversary this year, we note with sadness Bob Lewis' departure from this life. His legacy in laying the foundation for this organization will hopefully endure for many years as we passionately pursue the recording and preservation of rail history, past, present and future.

--R. L. Eastwood, Jr.

Is This Your Last Issue of *Cinders*????

Philadelphia Chapter, NRHS and Philadelphia Chapter-only members are reminded that, if your 2011 dues have not been paid, this will be the last issue of *Cinders* that you will receive. At the January 13, 2011 Chapter board meeting, National Director Larry Eastwood reported that 227 full members and 20 family members had renewed for 2011. Only eight Chapter-only members remained unrenewed. Please insure that you are renewed. Members not renewed by March 31 will be dropped from NRHS rolls and will be forced to reapply as a new member.

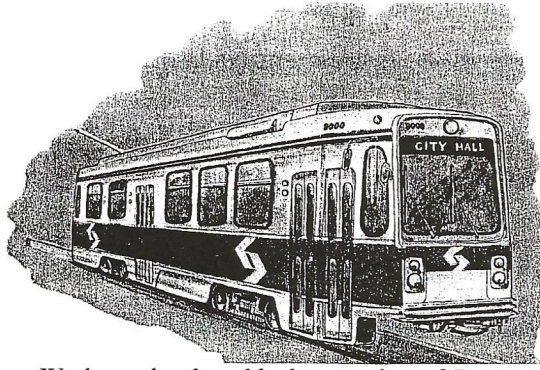
The Chapter's officers noted with gratitude that regular members had contributed \$2,394.00 above and beyond their dues toward the Chapter's programs. This will be of considerable assistance in what is expected to be a tight financial year for the Chapter in 2011.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

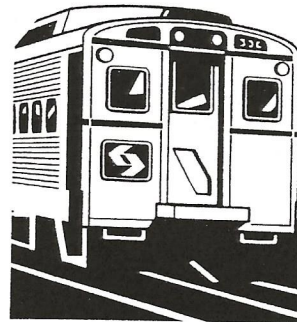
SEPTA TRANSIT



Work on the three-block extension of Route 15 along Frankford Avenue is nearing completion. Construction began last October 4 and by mid-January the new double track spur was in place between Girard and Delaware Avenues, with a single-track loop directly across Delaware Avenue from the new SugarHouse Casino. A layup siding also was completed at the loop end. New steel poles, span wires and hangers have been installed but no trolley wire strung as yet. The spur will become the eastern terminus of Route 15 later this year when PennDOT begins rebuilding the I-95 overhead structure in Port RichmondRoute 10 trolleys had to be diverted onto Route 15 track along Girard Avenue in West Philadelphia for over two hours on the morning of Sunday, January 9. A five-alarm fire in a charter school building near 52nd Street & Lancaster Avenue forced the diversion.....Route 15 was bused in its entirety from Saturday, January 8 to midday on Monday the 10th, due to emergency water main repairs on Girard Avenue around 7th Street.....Buses were substituted for Route 101 and 102 trolleys between 69th Street Terminal and Drexel Hill during the evening of Saturday, January 22, due to downed wires.

A series of nasty winter storms caused highway and transit problems on several days last month. On Friday, January 7, two to three inches of snow fell in the Philadelphia region with minor effects on Regional rail, trolley and bus routes. Then, early on Wednesday, January 12, a storm from the West dumped an official 5.2 inches of snow on the City, causing some disruption to SEPTA's bus, trolley and Regional Rail service and delays on area highways. Subway-elevated lines ran normally while PATCO operated a snow schedule with no express service. At least 120 flights were cancelled at International Airport on Wednesday. Next came a storm that produced a wintry mix of snow, sleet and freezing rain on the night of Monday the 17th, causing numerous trolley, bus and train delays on Tuesday. Slick streets forced several bus lines to be cut back or detoured, while the Route 101 and 102 trolleys had to terminate at Terminal Square in Upper Darby during the morning because of power problems. Shuttle buses were used for the short hop to and from 69th Street Terminal. Regional Rail also was affected (see below). For a time, NHSL passengers were bused between Radnor and Norristown after a tree fell across the tracks. Then, on Friday morning, January 21, yet

another storm dropped one to three inches of snow on the region, but this was a relatively benign event. The light, powdery snow caused only minor delays for drivers, transit riders and airline passengers. But a new storm was looming up on Wednesday the 26th as this column was being written, during what seems to be another tough winter season for the Northeast.



SEPTA REGIONAL RAIL

Although Hyundai-Rotem managed to deliver its first three Silverliner V production cars to SEPTA just before year-end (see January Cinders), there seems to be no prospect of a large-scale infusion of new cars during the next few weeks. The recently-delivered cars, #703, 803 and 804, require final preparations to be done at Wayne Junction Electric shop before they can enter road testing. As of early last month, 55 car shells were in the South Philadelphia assembly plant, 17 were stored outside the plant and 27 more at Packer Avenue Marine Terminal. The last 11 shells in the 120-car order were scheduled to arrive at Packer Avenue from South Korea. An early production car, #702, shipped to Canada last year for climate testing, was expected to be shipped back to South Philadelphia in January for retrofitting work. A handful of production cars were on the static test track in the plant last month with the first of these, #704, 805 and 806, being readied for outdoor testing. But the assembly process continued to be hampered by space limitations and poor workmanship. The contractor has hired additional personnel and brought in more supervisors from South Korea in an effort to speed up production. Optimistically, SEPTA still predicts that the entire order will be completed by the end of this year.

Meanwhile, the three pilot cars, #701, 801 and 802, continued in revenue service until January 8, when the program was suspended to allow for further tweaking and refinements of the cars. Generally, they had performed reasonably well, demonstrating extremely fast acceleration and improved creature comforts for passengers. Some communications failures and other glitches had to be worked out during the test period. As this column is written, SEPTA had not announced a resumption of the revenue service schedule. In a side note, *Trains Magazine* reported last month that the Ukrainian State Railways has signed a contract with Hyundai-Rotem to acquire 90 high-speed MU cars for \$296 million, with delivery set for 2012. This compares with the \$274 million SEPTA is paying for 120 Silverliner V MU cars

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PHILADELPHIA EXPRESS

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.....The *Inquirer* reported last month that SEPTA will borrow \$250 million through a bond issue, much of it to help pay for the Silverliner V's. This will bring SEPTA's total indebtedness to about \$565 million, relatively little for a major U.S. transit agency.....SEPTA has \$750 million in its long-range budget to replace the 35-year-old Silverliner IV MU cars, but the program would not begin until at least 2015.

There are two phrases which appeared most often on daily Regional Rail reports last month. "Equipment problems" and "car shortages" were almost a daily occurrence, adding up to dozens of delayed, cancelled or standing-room-only trains. Some of this distress can be attributed to the effects of bad weather on aging equipment, some to the difficulty of maintaining cars approaching their 48th birthdays, some to switching or electrical failures and still others to problems beyond SEPTA's control. But for whatever reason delays during January were rampant, especially on days with inclement weather. One of the worst days was a snowy Wednesday the 12th when 171 trains were reported late and six others annulled. Thirty of those trains were delayed for more than 20 minutes. That was followed by a snow and rainstorm on the night of Monday the 17th, which resulted in 162 trains running late the next day as well as ten trains being annulled. Making matters worse were ice-covered platforms at several stations.

During the late evening of Thursday, January 20, Regional Rail riders experienced major delays—all caused by a band of youths riding all-terrain vehicles along the Fox Chase Line toward the Mainline connection at "Newtown Junction." All trains between Wayne Junction and Fern Rock were halted for over an hour as police chased down the joy riders, finally apprehending two of them at 9:42 PM. One of the suspects crashed his ATV onto the paralleling CSX freight track. At least 20 SEPTA trains were delayed—some for nearly an hour—and three were annulled. Northbound express #9254 with push-pull equipment had to be terminated at Wilmington on Thursday evening the 20th when AEM-7 #2302 lost power. Diesel #61 was dispatched from Wayne Junction to rescue the disabled train. West Trenton-bound #390 was partially annulled on Friday, January 7, when it struck a deer near Yardley, causing damage to the front end of Silverliner II #255. Passengers were picked up by following train #392. One for the books was a car inspector's discovery of a sleeping passenger on train #395 in Media yard early on Friday, January 14. The passenger said that he had boarded train #394 enroute to Temple, but fell asleep. Evidently, he was carried through to West Trenton where the equipment turned for #395, and he slept soundly all the way back to Elwyn without being disturbed. Thorndale push-pull express #1565 had to be annulled at Bryn Mawr at 6:05 PM on Friday the 21st when AEM-7 #2307 shot the line and the crew could not raise the pantographs after power was restored. The station was blocked by the disabled train so five following trains had to discharge their Bryn Mawr passengers at either Haverford or Rosemont. An hour and a half later a rescue train from Suburban Station picked up many of the stranded passengers. A broken rail on the Airport Line near 90th Street was discovered on the morning of Saturday the 22nd, causing relatively minor delays for the next three hours.

The long-discussed Ardmore Transit Center project got a shot in the arm last month when the State announced an

additional grant of \$500,000. This brings the total State funding for this public-private venture to \$15.5 million, in addition to a \$5.8-million Federal grant announced several years ago. The overall project, which is to include a new rail station and parking garage, is estimated to cost around \$180 million including contributions by the developer, Dranoff Properties. SEPTA also has pledged additional funding, but not in the short term (see August 2010 *Cinders*).....After a year of construction, the new Fox Chase station opened to the public last monthUntil SEPTA issued a memo on its website last month, we did not realize that QuietRide cars are so designated only on weekday trains, which are defined as those trains that leave before 7 PM on weekdays. They are not found on evening or weekend trains on which passengers pay a "discount" fare, even though the latter trains may have three or more carsIt looks like the Cynwyd Heritage Trail, which occupies a former SEPTA and Pennsy right-of-way north of Cynwyd station in Lower Merion Township, will be extended into Manayunk over SEPTA's massive concrete-arch viaduct across the Schuylkill River. PennDOT has announced a \$1.3-million grant to the City of Philadelphia to pay for the extension, with a possible link-up to the existing Schuylkill River Trail between center city and Valley Forge.



**NORTHEAST
REGIONAL**

AMTRAK

An epidemic of AEM-7 road failures caused a host of train delays on the Northeast Corridor during December and January. The aging electric locomotives, along with their younger brethren HHP-8s, broke down with disturbing regularity, even forcing officials in some cases to press P42 diesels into service to haul the AEM-7's and their trains. Examples of these delays were train #151 which suffered a loss of main reservoir pressure on HHP-8 #659 near Trenton but managed to limp on to Washington 45 minutes late, and train #66 which had AEM-7 #925 added at Washington only to fail before leaving the station. Diesel #107 then hauled #66 to Philadelphia where AEM-7 #935 was placed on the point and the diesel continued dead-in-tow with the six-car train.

Here are some other Corridor foibles. Friday, January 7: Train #151 had to be terminated north of New Carrollton, MD when the HEP generator quit on HHP-8 #663. Passengers were transferred to MARC #415 for Washington. Then, Acela #2104 out of DC was cancelled when workers at the Ivy City base were unable to repair a leak on a power car. January 8: Keystone train #669 with AEM-7 #943 was terminated at Trenton due to low air pressure. Keystone train #661 with AEM-7 #901 was delayed for 45 minutes at Berwyn because of a cab signal failure. January 9: NEC train #152 with motors #917 and 944 was delayed for an hour and a half east of Trenton when a chunk of ice fell from the top of the lead AEM-7, damaging the air and cab signal hoses between the units. Keystone train #666 operated from Harrisburg to Philadelphia behind P42 diesel #139 because scheduled electric #923 was shopped for an air leak. That same day train #668 lost time east of Lancaster due to low brake pipe pressure. January 17: Keystone #671 with AEM-7 #952 was delayed for nearly three hours at Paoli, starting at 9:24 PM, due to a frozen main reservoir on cab car #9641. Five SEPTA Paoli-Thorndale trains operating on #3 track were delayed for up to 20 minutes. Train #94 was set back an hour leaving Washington when HHP-8 #655 had to be turned from an inbound train to substitute for dead HHP-8 #650.

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PHILADELPHIA EXPRESS

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Repeated snowstorms exacerbated the situation last month, once again forcing AMTRAK to suspend all service between New York and Boston on Wednesday, January 12. But this outage continued for almost 24 hours—twice as long as the shutdown on December 26-27. The cause for the most recent interruption was trees falling on the catenary east of Mansfield, MA. Delays also occurred on some New York-Washington trains, and the Empire Service between New York and Albany was cut from hourly to every two hours. Long-distance trains such as the **Lake Shore Limited** did run but with delays. Several electrical failures in our area slowed service, the first on the afternoon of Thursday, January 6, when catenary power was lost for just ten minutes on the Corridor in Northeast Philadelphia. Even this brief outage delayed four Amtrak trains, including Acela Express #2172 which lost 19 minutes, but no SEPTA trains were held. Then, early on Tuesday the 18th catenary power was shut down for two hours between Bryn Mawr and Frazer, delaying four Keystone Service trains and 19 SEPTA Paoli-Thorndale line trains. In addition, three SEPTA trains were annulled, including #9597 at Villanova which had to be rescued by diesel #51 after an ice buildup prevented its pantographs from being raised. Catenary power was lost for 20 minutes between Frazer and Thorndale around Noon on Friday, January 21, causing minimal delays, but at 5:45 the next morning the locomotive on train #67 snagged the catenary on #3 track at “Hook” interlocking in Marcus Hook. Numerous Amtrak and SEPTA trains were delayed over the next three hours.

AMTRAK last month introduced Quiet Car service on its Philadelphia-Harrisburg trains. Quiet Cars, in which cell phones, audible electronic devices and loud conversations are prohibited, have been a popular feature on Northeast Corridor trains for more than a decade. Normally, the Quiet Car is the first car behind the locomotive, so presumably when a Keystone Service train is in push mode with the locomotive on the rear, that’s where the Quiet Car will be located.....A new Amtrak station will be built by PennDOT on West Main Street in Middletown, around milepost 95 on the Harrisburg mainline. It is due to open in 2013, and unlike the present Middletown station will have platforms on both sides of the tracks (Harrisburg Chapter)The new “Park” interlocking was placed in service in early December at milepost 46.3 on the Harrisburg line, 2-1/2 miles west of the old “Park” tower in Parkesburg. But unlike old “Park,” which only was opened in emergencies, the new “Park” is remotely controlled for around-the-clock operation.

AMTRAK plans a big celebration for its 40th birthday this year. While May 1 is the official milestone, the anniversary will kick off with the annual National Train Day on Saturday, May 7. A special museum train will be put together at the Beech Grove shop in Indiana, which will include a P40 and an F40 locomotive, three renovated baggage cars to display exhibits of historic photographs and other Amtrak memorabilia, and a food-service Amfleet car to serve as a combination retail center and exhibit venue. Amtrak’s new catchphrase “America’s Railroad” will be prominently featured, as it already is on the commemorative 2011 wall calendar. A book to be entitled *Amtrak: An American Story* will be issued to document the company’s history and its plans for the future. Evidently, the EMD-built F40 will be recalled from a lessee, since Amtrak has had no active F40’s on the property for several years. The railroad also said that it plans to repaint four

locomotives in “historic colors” to mark the event. It’s possible that the museum train could make an appearance at the National Train Day event at 30th Street Station (*Trains, Amtrak Ink*).

In a special winter promotion, AMTRAK is offering its Guest Rewards members the opportunity to win a free roundtrip on the Acela Express for every three paid round-trips taken up to March 19, 2011 (NARP).....The U.S. Surface Transportation Board has said that it will propose a new regulation giving AMTRAK temporary rights to operate over certain freight lines in cases where a catastrophe shuts down a normal service route. STB would indemnify the host railroad against liability in case of an accident in which a passenger is harmed (NARP)Former AMTRAK Chief Operating Officer William Crosbie has taken a position as vice president of railroad programs at the Parsons consulting firm in California. Crosbie was relieved of his position at Amtrak last year by President Joseph Boardman.

Columnist Don Phillips, writing in the February issue of *Trains*, calls AMTRAK “[o]ne of the biggest losers in the [recent] election.” Phillips faults Amtrak for not expanding its system or buying more new equipment during the first years of the Obama Administration, “when that would have been possible.” He wonders if the “Republican House [will] return to the old days when Amtrak was ordered to continue running all its trains but not given enough money to do it right? That may be the best that Amtrak can expect,” while “[t]he “worst would be long-distance train cuts...” Indeed, in late January a special committee of conservative House Republicans recommended that total Federal spending be cut back to 2008 levels, saving the government \$80 billion a year. The report also said that 55 Federal agencies and programs should be shut down—including Amtrak—and all funding for high-speed rail eliminated. But the passenger railroad has many friends in Congress, so it’s unlikely that Amtrak’s 40th year will be its last.



CSX, NS,
OTHER ROADS

The Ringling Bros. circus train is coming to town this month via CSX. The “Fully Charged” Red Unit tour is set to play at the Wells Fargo Center in South Philadelphia February 16-20, after arriving on Tuesday the 15th from Greensboro, NC. Leaving Philadelphia, the Red Unit will travel via CSX to Newark, NJ, where it will play February 23-27, then go to the Meadowlands at East Rutherford, NJ and later to Uniondale on Long Island. The other Ringling unit, the “Funudrum” Blue tour will play in Washington and Baltimore next month.....CSX has relaid the rail on the 0.7-mile Blue Line branch in North Philadelphia, after removing it for a clearance project on the Trenton Line in North Philadelphia. As of last month, the ex-Reading Blue Line, which connects CSX’s freight main with SEPTA at Wayne Junction, had not yet been returned to service.

CSX train Q410 enroute from Waycross, GA, to Selkirk, NY, derailed nine cars on the Trenton Line in Fairmount Park around 11 PM on Monday, January 10. The scene of the

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PHILADELPHIA EXPRESS

(Continued from Page 5)

accident was at a point where the tracks are on an embankment above Kelly Drive north of Girard Avenue. Five of the derailed cars were empty tank cars. Highway traffic was detoured around the area through the next morning's rush hour..... There's a report that CSX and the City of Philadelphia, perhaps this spring, may finally undertake the long-discussed project to improve safety at the two pedestrian grade crossings on the Schuylkill Banks Trail along the river in center cityAccording to an article in the *Lansdale Reporter* newspaper, CSX plans turn over its local "Lansdale Cluster" operations to the new Pennsylvania Northeast Railroad, a non-operating company formed by EAST PENN RAILWAY and NEW HOPE & IVYLAND. All freight service out of Lansdale runs on trackage rights over SEPTA, and it seems logical that East Penn, which already interchanges with CSX at Telford, actually will operate the Lansdale lines. CSX will acquire rights on the entire SEPTA-owned Stony Creek branch, to bring the Lansdale cars up from Norristown.

Ex-Chesapeake & Ohio 4-8-4 #614 was move dead-in-tow last month from its longtime storage location on the READING & NORTHERN at Port Clinton, PA, via NORFOLK SOUTHERN to Roanoke, VA. It was placed in the Virginia Museum of Transportation beside famed ex-Norfolk & Western 4-8-4 #611 but later will be moved to the C&O Railway Heritage Center at Clifton Forge, VA (*Trains*). The 1948-vintage Lima-built locomotive had been operated extensively in excursion service on the Chessie System during the 1980's and is said to intended for restoration and use on the proposed "Greenbrier Express" luxury train (see January *Cinders*)..... Fifteen former American Orient Express private cars were reported enroute last month from Denver, CO, to a shop in Pottstown via BNSF-NS, to be refurbished for service on the "Greenbrier Express"..... Juniata shop in Altoona is rebuilding some of NS's 151 ex-Southern Railway 6500-series SD60 locomotives into updated SD60E units conforming to the latest environmental regulations. The SD60's originally were built by EMD between 1984 and 1991 (*Railpace*)..... The NORFOLK SOUTHERN Foundation has given a \$60,000 grant to the Railroad Museum of Pennsylvania to help improve Internet access to its vast archival files.

As indicated here last month, NJ TRANSIT's ACES service between New York and Atlantic City was suspended effective January 14. The express trains, which are designed to appeal to casino patrons, are to resume operations on May 13A Delaware River Port Authority board member from Philadelphia last month proposed that DRPA sell the PATCO high-speed line to a private operator. The idea was roundly denounced by politicians and riders alike, and has "no chance" according to the vice chairman of the board. It was said that no private company would want to take on a line that requires a \$20-million annual subsidy from DRPA. In an interview last month with *Inquirer* Columnist Kevin Riordan, Philadelphia Chapter Members J. William Vigrass and Russell Jackson also dismissed the idea. Bill Vigrass, who said that privatizing PATCO would inevitably lead to cuts in service, is a former assistant general manager of PATCO, and Russ Jackson is a well-known transit consultant.

The Baltimore Chapter will celebrate its 75th anniversary at a banquet to be held on March 12, with *Trains*

Editor Jim Wrinn as guest speaker. Also founded in 1936, Baltimore Chapter has a slight seniority in NRHS over Philadelphia Chapter.....*Railfan & Railroad* Editor Steve Barry and a companion reportedly were arrested, handcuffed and detained by transit police in New York City last August for taking pictures of the Transit Museum's historic train. But the illegal arrest was later voided, all charges dropped and a lawsuit against the City is pending (Howard Bender).....A column by Fred Frailey in the February issue of *Trains* concerned his ride on the IOWA INTERSTATE RAILROAD and an interview with Chapter Member Henry Posner III, who is chairman of IAIS's parent company. Henry was the guest speaker at the Chapter's monthly meeting last NovemberRestoration work on famed ex-Pennsy Atlantic #460 is in high gear at the Railroad Museum of Pennsylvania. The historic engine last fall was moved back into the restoration shop for further work. The \$300,000 project is largely funded by private donations.

James A. Boyd, Rail Author, Dies at 69

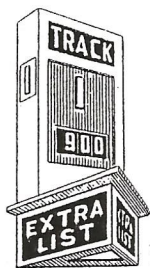
James A. Boyd, the former editor of *Railfan & Railroad* Magazine, author of several railroad books and well-known rail photographer, passed away suddenly on December 31, 2010, near his home in Newton, NJ. Jim was 69.

With his best friend of many years, *Passenger Train Journal* Editor/Art Director Mike Schafer, they formed the North Western Illinois Chapter, NRHS, based in Rockford, IL, in 1969. Jim, a native of Dixon, IL, attended the University of Illinois as well as the Layton School of Art in Milwaukee, WI, specializing in photography. Dixon, of course, was also the birthplace of the late President Ronald Reagan. *PTJ* Editor Schafer recalls that Jim's mother, Katy Boyd, was an aviator, and she had related to Mike that when Ronald Reagan was a lifeguard in Dixon during the 1930's he rescued her numerous times! Mike also says that Boyd taught him photography, darkroom work, railfanning techniques and the writing skills he values today at *PTJ*.

Prior to his employment by Carstens Publications, which began in 1972, Jim worked as a field service representative for Electro-Motive Division of General Motors, as well as a brakeman for the Illinois Central Railroad, working out of Freeport, IL. Jim was best known, however, as the managing editor and later editor of *Railfan* (now *Railfan & Railroad*) Magazine, starting with the first issue in 1974 and continuing until his retirement in 1998.

He was an accomplished rail photographer and author, and Philadelphia Chapter members will remember more than one excellent slide presentation given by Jim at our meetings. Following his retirement, he continued to write the "Camera Bag" column for *Railfan & Railroad*, teaching a whole—sometimes new—generation of rail enthusiast photographers the skills of the trade. Jim was also ever-present on many rail excursions and at numerous NRHS conventions as well, including the most recent event at Scranton.

A sister, Barbara Fane, survives Jim. A memorial service was conducted on Saturday, January 8, in Newton, and it is anticipated that a celebration of Jim's life will be held in Dixon, IL, sometime in February.

**FEBRUARY 12-13, 2011:**

Harrisburg Chapter, NRHS will hold "Cabin Fever Days" at Harris Railroad Switch Tower Museum, 7th & Walnut Streets, downtown Harrisburg, PA, 9:00 AM to dusk. Admission: \$10.00 per person, by advance reservation only. For reservations, phone "Harris Line" at 717-232-6221, or E-mail to: HarrisTower@verizon.net.

FEBRUARY 21: West Jersey Chapter, NRHS regular monthly meeting, Haddon Heights Borough Hall (note new location!), 625 Station Avenue (corner 7th & Station Avenues) in Haddon Heights, NJ. Program will feature Dale Woodland with **The Reading: Then and Now**, with action photos prior to 1976, with contemporary scenes in the same location, providing a glimpse of how things have changed over the years. Additional information from West Jersey website: www.westjersey-nrhs.org.

FEBRUARY 26-27: Gateway Model Railroad Club Annual Open House, at 100 E. Browning Road, Brooklawn, NJ 08030-2606, 10:00 AM-4:00 PM. Admission: \$3 donation. For further information, contact Nicky at 215-514-6591 or visit website: www.gatewaymodelrr.org.

MARCH 5-6: Greenberg's Train & Toy Show at Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456, 10 AM to 4 PM both days. More than 400 tables featuring over 90 vendors, selling all types of rail material and models; operating layouts featured as well. Admission: \$7 per adult (good both days), children under 12 free.

MARCH 6: Jersey Central Chapter, NRHS will sponsor Train Show at Mother Seton High School, 1 Valley Road, Clark, NJ (Exit 135 Garden State Parkway at Clark Circle), 9:00 AM-3:30 PM. Admission: \$5 adults, children under 12 free. For information, contact JCRHS at 908-208-2522.

MARCH 12: 30th annual Canal History & Technology Symposium at William E. Simon Center, Lafayette College, Easton, PA, sponsored by the National Canal Museum. For further information, telephone the museum at 610-559-6613 (website: www.canals.org).

MARCH 13: Scalefest Model Train Show, sponsored by Alto Model Train Museum Association, Blair County Convention Center, One Convention Center Drive, Altoona, PA (Plank Road exit off Interstate 99), 9:00 AM to 2:00 PM. Admission: \$4.00. For further information contact Gregg Miller at 814-695-3246, or visit website: www.altoonatrains.com.

MARCH 19: 25th annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS, 9 AM-3 PM, at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA. Donation at door: \$5.00 per person. Railroadiana sales, movies, train layouts and model railroad items will be featured. For information, telephone 717-732-3867.

MARCH 21: West Jersey Chapter, NRHS regular monthly meeting, Haddon Heights Borough Hall, 625 Station Avenue (corner 7th & Station Avenues), Haddon Heights, NJ, 7:30 PM. Program will feature Kevin Painter with **Santa Fe Railroad Through the Years**. Kevin's photos have been assembled from the Library of Congress Archives and the Internet and will include locomotives, rolling stock and stations, and will be representative of the entire Santa Fe system.

THROUGH MARCH 26, 2011: "The Railroad in Delaware History" exhibit at Delaware History Museum, 504 Market Street, Wilmington, DE. Museum open Wednesdays-Fridays 11 AM-4 PM, Saturdays 10 AM-4 PM. Admission is free on Fridays. Extensive exhibit on Delaware's railroads is housed in former Woolworth store, a short walk from Amtrak's Wilmington station. For information, telephone 302-656-0637.

APRIL 2: "Spring Training" event at Steamtown National Historic Site, Scranton, PA, sponsored by *Railfan & Railroad Magazine* and NRHS. Multi-media slide shows and a night photo session will be featured. For information and reservations, telephone Steve Barry at 973-383-3355 weekdays.

APRIL 3: Reading Company Technical & Historical Society 8th annual spring Train Meet, at Leesport Farmers Market, off PA Route 61 in Leesport, PA, 9 AM to 2 PM. Railroadiana, model trains and accessories of all gauges, door prizes. Refreshments for sale on site. Admission: \$4 per adult. Additional information available evenings from Chuck at 610-777-2053, or Dale at 610-372-3759.

APRIL 9: Dinner and program celebrating the 75th anniversary of Philadelphia Chapter NRHS, at Maggiano's Little Italy Restaurant, 12th & Filbert Streets, Philadelphia, adjacent to Reading Terminal Market. Program will be presented by *Classic Trains* Editor and Chapter Member Rob McGonigal. Tickets: \$50 per person. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. **Capacity limited to 100 persons. See Order Form on Page 9 of this issue.**

APRIL 16 THROUGH DECEMBER 31: Exhibit on railroad communications and signaling at the Railroad Museum of Pennsylvania, Strasburg. Displays, photographs, artifacts and videos will tell the story of railroad "C&S" over the years. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

MAY 13-14: East Penn Traction Club will sponsor **20th National Model Trolley Meet** at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Layouts, displays and dealer tables. Additional information will be available in forthcoming issues of *Cinders*.

MAY 13-15: "Conrail Days" at the Railroad Museum of Pennsylvania, jointly sponsored by Conrail Historical Society. Regular museum hours and admission charges apply. For contact information, see April 16-December 31 item above.

How Philadelphia Chapter Was Started

"Philadelphia Chapter was chartered on March 9th, 1936 with the following members: J. Hansell Lewis, Robert G. Lewis, Hubert Lewis, N. W. Rehfus, Albert Rewalt, Martin Flattley and Hugh R. Gibb. Meeting originally in the PRR Broad Street Suburban Station Building, the Philadelphia Chapter developed its monthly meetings into a series of programs that railfans found hard to resist. Railroad movies, speakers drawn from the industry and from the chapter's diverse membership carried the club through its early days and World War II. Subsequently, the chapter acquired new quarters and now meets in the assembly room of the Baltimore & Ohio station, which has been decorated with railroad exhibits. The chapter has a creditable record of steam and electric trips and in 1950 was host to the national convention." (*--from NRHS Bulletin, Volume XV, Number 4, 4th Quarter, 1950*)

Recounting Philadelphia Chapter's First Anniversary Banquet – 1937

(As we celebrate our 75th Anniversary in 2011, here is the account of our First Anniversary Banquet, held on March 4, 1937, as told in *NRHS Bulletin*, Volume II, Number 3, March, 1937 —Editor)

In celebration of its first anniversary, the Philadelphia Chapter held a banquet on March 4th.

The setting chosen by the committee proved to be both novel and appropriate. Through the courtesy and cooperation of the Passenger Traffic Department of the Pennsylvania Railroad, arrangements were made to have a dining car spotted in Broad Street Station for the occasion. At the same time the seating capacity of the car was increased from 36 to 50 by the substitution of tables seating four for those ordinarily seating 2, and the addition of two extra chairs, at the speakers' table.

Originally scheduled for 7 p.m., the dinner got under way about 15 minutes late, due to the fact there were nearly one hundred guests present and waiting to be accommodated. Further evidence of the genius of the members of the committee in charge was indicated in the novel form of the tickets printed for the occasion. They were in the form of a railroad ticket and were marked good for one passage between "Hungry" and "Stuffed," via the "Gullet Tunnel Route."

Passengers indicated their choice of gastronomic activity by punching the spaces provided opposite the items listed by courses. Genuine railroad punches were provided for each table.

The speakers' tables were located at the end of the car away from the galley, thus affording easy access to the staff of waiters. Guests of the evening included: J. Sidman Selby, General Passenger Agent of the Reading Railroad; Walton Wentz, Publicity Director of the Pennsylvania Railroad; Don Rose, columnist extraordinary of the Philadelphia *Public Ledger*, and Leon R. Franks, National Chairman of the National Railway Historical Society.

Following the dinner, which was typical of the PRR's excellent cuisine, short talks were made by the guests of honor.

Mr. Selby spoke briefly of the history made by the operation of the first train on the Philadelphia, Germantown & Norristown RR, the original unit of what is now the Reading System. As a representative of the "hosts," Mr. Wentz bade the guests welcome and extended the privilege of the run of the premises. The featured speaker of the evening, Don Rose, entertained the assembly with an assortment of tasty anecdotes, interspersed with opinions and experiences.

At 8:15 p.m., the party left the diner and marched in a group to 15th and Market Streets, where they boarded a special trolley car and were taken to 46th and Parkside, for an inspection trip through the Pennsy's enginehouse at that point. Incidentally, the trolley furnished was PRT #5, a single-truck Birney, a type of car seldom seen in downtown Philadelphia.

Upon arriving at the enginehouse, all members of the party were required to sign a waiver of claim blank, then given free run of the property. The 3768, the Pennsy's streamlined K4 had been

especially groomed for the occasion and provided with a set of steps into the cab for the convenience of those wishing to inspect it. After inspecting every inch of the enginehouse, nearby shops and yards the party broke up. It was indeed a memorable occasion and to those who made it possible—Congratulations.

MEETING CANCELLATION NOTICE

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly be sent to you.

Kishacoquillas Valley Railroad Is Where??

(Another anecdote on an NRHS (Philadelphia Chapter) trip. This one dates to *NRHS Bulletin*, Volume II, Number 7, July, 1937.)

"Kishacoquillas Valley Railroad and the Pennsylvania Railroad's Milroy Branch: On Sunday, August 1, 1937, the National Railway Historical Society, Inc. will sponsor a field trip over the Kishacoquillas Valley Railroad and the Pennsylvania Railroad's Milroy Branch.

The Kishacoquillas Valley Railroad is a small road operating between Lewistown and Belleville, Penna. The road itself is not only a picturesque one but the equipment is worth noting. The motive power consists of several ex-Pennsylvania Railroad D16's. One or two of the coaches were former Bessemer & Lake Erie rolling stock.

The Pennsylvania Railroad will be used from Philadelphia to Lewistown and return. The schedule is as follows: Leave North Philadelphia, PRR, 7:05 AM, Lancaster, PRR 8:50 AM. Leave Lewistown, KV 12:35 PM, Arrive Belleville, KV 1:35 PM.

You will then be the guest of Dr. J. P. Getter, President of the Kishacoquillas Valley Railroad at a Country Ham and Egg Dinner at the Belleville Community Hall, including other local entertainment.

Leave Belleville, KV, 2:35 PM, Arrive Reedsville, KV 3:15 PM. From here the journey will be made on the PRR Milroy Branch. Arrive Lewistown, KV, 4:50 PM, Leave Lewistown, PRR, 5:04 PM, Arrive Lancaster, PRR, 7:07 PM, Arrive Philadelphia, PRR, 8:40 PM.

An observation car will be used on the Pennsylvania Railroad between Philadelphia and Lewistown and return. Fare from Philadelphia \$4.75, from Lancaster \$3.75 including the dinner.

For further details consult Pennsylvania Railroad flyers or Robert G. Lewis, 359 Gowan Avenue, Mt. Airy, Philadelphia, Penna. Send reservation with \$1.50 to cover KV portion to Mr. Lewis as soon as possible. Tickets for transportation between your home and Lewistown may be purchased in advance or on the day of the excursion. The size of the party is limited."

Festive April 9 Banquet to Mark 75 Years of Philadelphia Chapter

Plans have been finalized for a festive banquet to mark three-quarters of a century of rail history preservation by Philadelphia Chapter, NRHS. Our Chapter is the fourth oldest in the Society, having been founded on March 9, 1936. Throughout this coming year, the Chapter will provide reminiscences of the many activities and excursions members and friends have enjoyed over the years. Some of those vignettes will be found on Page 8 of this issue.

The Chapter will hold a 75th anniversary banquet on Saturday evening, April 9, 2011, at Maggiano's Little Italy Restaurant, 1201 Filbert Street, downtown Philadelphia. Maggiano's is located across the street from SEPTA's Market East Regional Rail station, a couple of blocks from SEPTA's Market-Frankford or Broad Street Lines, and there is a parking garage on top of the restaurant itself, providing easy access for banquet attendees.

The banquet will begin with a social hour at 6 PM, followed immediately by a full-course family style dinner, for which Maggiano's is noted. The first course will feature stuffed mushrooms and mozzarella marina, with Caesar or Maggiano's salad. Second course will feature Fettuccine Alfredo with broccoli, Four-Cheese Ravioli, Pesto Alfredo Sauce, with main entrees Chicken Piccata or Lemon & Herb Salmon, and either New York-style cheesecake or Tiramisu for dessert. There will be a cash bar during the social hour as well.

Tickets for this special event will cost \$50.00 per person, and capacity for the dinner will be limited to 100 persons. Those wanting to be in attendance will need to order early to avoid disappointment. You are requested to use the Order Form at the bottom half of this page to make your reservation.

Our guest speaker for the banquet will be Rob McGonigal, Editor of *Classic Trains* Magazine, a member of the Kalmbach family of publications. Rob, who is a Philadelphia Chapter member and native of Glenside, Montgomery County, is preparing a custom program with local interest for this occasion.

Those members of the Chapter who are due NRHS Membership Awards in 2011, will have them presented at the banquet. The awards for other members will be mailed to them about April 1st. The Chapter will also receive a 75-Year Certificate from NRHS, expected to be presented by Eastern Region Vice President John Sweigart, a longtime friend of Philadelphia Chapter. The evening will end with the awarding of some door prizes to those in attendance.

Mark your calendar and send in your reservation for Philadelphia Chapter's 75th Anniversary Banquet today, so you don't miss the train!! All Aboard!!

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Philadelphia, PA 19101-7302

PLEASE NOTE: Banquet capacity strictly limited to 100 persons. **TICKET ORDERS MUST BE RECEIVED BY FRIDAY, APRIL 1, 2011.** Questions should be directed to National Director Larry Eastwood at 215-947-5769 or by E-mail to: reastwood2@comcast.net.

Please reserve _____ tickets for Philadelphia Chapter's 75th Anniversary Banquet on Saturday, April 9, 2011 at 6:00 PM at Maggiano's Little Italy Restaurant, 1201 Filbert Street, downtown Philadelphia (across 12th Street from SEPTA Market East Regional Rail station).

I have enclosed \$_____ for the tickets I have ordered, payable "Philadelphia Chapter, NRHS. I have indicated names on the lines to the right.

NAMES OF THOSE ATTENDING WITH YOU:

Name _____

Address _____

City _____ State _____ ZIP CODE _____

Telephone: _____ - _____ E-mail: _____ @ _____

Where Was the First NRHS Convention????

NRHS conventions over the years have been the source of much enjoyment to members, as well as an excellent source on the education of rail historians on the industry we all love. But, one asks, when and where was the first NRHS convention? Well, it was on October 15 and 16, 1938 in Philadelphia, Pennsylvania. We quote from the October, 1938 issue of the *NRHS Quarterly*, first in an editorial:

"With the call to our first National Convention in Philadelphia this Fall, we wish to extend a cordial welcome to all NRHS members, far and near, to this, the home city of your present editorial staff. Particularly we would to call your attention to the opportunity presented for the furtherance of our National unity; we urge that whenever possible distance be not allowed to stand in the way of attendance at this, the only event of a full year at which all NRHS members can meet their fellow NRHS members.

"It is our hope that this Convention will be repeated with ever-increasing success in other years, and in other cities; that it may annually strengthen the bonds of friendship between NRHS men and Chapters of necessity widely separate at other times of the year; and, above all, that it may yearly rekindle the zeal and unity of purpose without which our Society cannot continue to progress.

"Welcome to Philadelphia!"

IMPORTANT NOTICE!!!! Regarding our Dinner/Meeting at Thomas Jefferson University

Philadelphia Chapter has been notified by the Catering Manager at Thomas Jefferson University that the Faculty Club we have been having dinner and meetings in for several years is no longer available to us because it is going to be converted into a computer laboratory.

Each month may find us having our optional dinner and our meeting in different locations in the Alumni Hall. We will post a notice with the Security Officer as you enter the building for your information. Please look for it.

Further, under "Society Notes" in the same issue, we read the following: "Members of the Philadelphia Chapter are looking forward enthusiastically to entertaining members from the other Chapters at the National Convention October 15th and 16th. A large appropriation toward Convention funds was voted almost unanimously at the September meeting."

Throughout this 75th Anniversary year, we'll attempt to document in *Cinders* what went on at that and subsequent Philadelphia NRHS conventions, the most recent one in the Bicentennial Year of 1976, hosted jointly by Philadelphia and West Jersey Chapters.

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